2019

RV & TRAILER TOWING GUIDE

TOW MORE. HAUL MORE. DO MORE!

The 2019 F-Series have the most advanced powertrain lineup ever, so it's no surprise that F-150's best-in-class torque and capability features come right along with it. You want best-in-class payload? You got it ... up to 3,270 lbs. How about best-in-class towing? Try up to 13,200 lbs. for size. And that's just the beginning. F-Series Super Duty® Pickups and Chassis Cabs also offer outstanding towing capability and efficiency for the toughest jobs out there.

F-Series are America's best selling trucks with decades of RV and towing experience in every configuration!

CONTENTS

3 Pickups/Chassis Cabs
7 Class A Motorhome Chassis
8 Commercial Stripped Chassis
9 Class C Motorhome Chassis
10 Transit Class C Chassis
11 Slide-In Campers
13 Four-Wheel-Down Towing
14 Dolly Towing
15 Frontal Area Considerations and Trailer Towing Equipment
16 Maximum Trailer Weights and Towing Equipment/Packages

TRAILER TOWING SELECTOR

18 F-150 Pickup
22 F-250 SRW Super Duty Pickup
24 F-350 SRW Super Duty Pickup
26 F-350/F-450 DRW Super Duty Pickups
27 F-350/F-450/F-550 Super Duty Chassis Cabs
30 F-650/F-750 Super Duty, Class A Motorhome Chassis, Commercial Stripped Chassis, and E-Series Cutaway/Stripped Chassis
31 Transit and Ranger
32 Expedition, Explorer, Escape, and EcoSport
33 Edge, Flex, Transit Connect, Mustang, Taurus, and Fusion
34 Know Before You Tow
41 Safe Towing for All Vehicles

SAE TOWING STANDARD

The Society of Automotive Engineers (SAE) testing standard J2807 defines procedures and requirements to determine gross combined weight ratings (GCWR) and to calculate the trailer weight rating (TWR) for any tow vehicle. This standard establishes minimum performance conditions to allow for consistent comparisons between similar class vehicles. Ford will apply the SAE standard to all vehicles.

The following vehicles are not recommended for trailer towing: Fiesta, Fusion Hybrid, Fusion Energi, Shelby GT350/GT350R Mustang, and Taurus SHO.

F-150 TOUGHER SMARTER MORE CAPABLE

EXCEPTIONAL PRODUCTIVITY

Towing Capability
13,200 lbs.(1)

Payload Capacity
3,270 lbs.(2)

Cargo Box Volume
77.4 cu. ft. (8' box)
62.3 cu. ft. (6.5' box)
52.8 cu. ft. (5.5' box)

The 2019 F-150 delivers on its Built Ford Tough promise through a segment-exclusive combination of advanced materials that are durable and inhibit corrosion. A high-strength steel fully boxed ladder frame and high-strength, military-grade, aluminum alloy body save weight and add capability, helping F-150 tow heavier trailers than ever and deliver best-in-class payload ratings. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

(1) Max towing on 2019 F-150 XLT SuperCrew®, 6.5' box, 3.5L EcoBoost® engine, 4x2 and Max Trailer Tow Package with 20" tires. Not shown.

(2) Max payload on 2019 F-150 XL Regular Cab, 8' box, 5.0L engine, 4x2, Heavy-Duty Payload Package and 18" heavy-duty wheels. Not shown. Class is full-size pickups under 8,500-lb. GVWR based on Ford segmentation.

IMPRESSIVE ENGINE OPTIONS – OUTSTANDING CAPABILITY

The impressive F-150 now provides more engine alternatives for more applications. The standard 3.3L Ti-VCT V6 features dual-direct and port fuel injection. And, the 10-speed transmission is now available with the 2.7L EcoBoost, a 5.0L Ti-VCT V8, a 3.0L Turbo Diesel V6 and 3.5L EcoBoost, delivering improved acceleration and performance. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your towing needs.

Engine	HP @ rpm	Torque @ rpm	Maximum Towing (lbs.)	Maximum Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6,500	265 lb.-ft. @ 4,000	7,700	1,990
2.7L EcoBoost V6	325 @ 5,000	400 lb.-ft. @ 2,750	9,000	2,470
3.5L EcoBoost V6	375 @ 5,000	470 lb.-ft. @ 3,500	13,200	3,230
5.0L Ti-VCT V8	395 @ 5,750	400 lb.-ft. @ 4,500	11,500	3,270
3.0L Turbo Diesel V6	250 @ 3,250	440 lb.-ft. @ 1,750	11,500	2,020
3.5L EcoBoost H.O. V6	450 @ 5,000	510 lb.-ft. @ 3,500	8,000(1)/11,100(2)	1,200(1)/1,530(2)

(1) Raptor only. (2) Limited only.

REVISED 10.25.18

F-150 TOWING FEATURES HIGHLIGHTS

TRAILER SWAY CONTROL – works in conjunction with the AdvanceTrac® with RSC (Roll Stability Control™) system to expand the vehicles dynamic stability control capabilities, adding an additional layer of confidence and control while towing a trailer

TOW/HAUL MODE – reduces gear hunting, improves power delivery. Especially useful with hauling or towing a heavy load

HILL START ASSIST – helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

TRAILER BRAKE CONTROLLER – uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes. Fully integrated into the instrument panel and vehicle's onboard computer

360-DEGREE CAMERA SYSTEM – provides a view of all four sides of the vehicle

BLIS® (BLIND SPORT INFORMATION SYSTEM) – with cross traffic alert and trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot

DYNAMIC HITCH ASSIST – enhancement to the optional rear camera enables easier hitching by helping to line up the truck and trailer without requiring a spotter or having to get out of the vehicle

PRO TRAILER BACKUP ASSIST™ – available feature improves driver confidence by letting the driver steer the trailer instinctively as they control the accelerator and brakes, while the truck takes care of the rest

Note: Driver-assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle.

SUPER DUTY® PICKUPS
A NEW STANDARD OF TOUGHNESS

Horsepower
450 hp @ 2,800 rpm (1)

Torque
935 lb.-ft. @ 1,800 rpm (1)

Conventional Towing
Up to 21,000 lbs. (2)

5th-Wheel Towing
Up to 27,500 lbs. (2)

Gooseneck Towing
Up to 35,000 lbs. (2)

Payload
Up to 7,640 lbs. (3)

(1) 6.7L Power Stroke® V8 Turbo Diesel.
(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.
(3) F-350 DRW Regular Cab 4x2.

The 2019 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

POWERFUL ENGINE CHOICES

The Diesel Leader – 6.7L V8 Turbo

Designed, engineered and built by Ford, our 6.7L Power Stroke® V8 Turbo Diesel engine is designed to produce more power and torque than ever. And the single-sequential turbocharger helps improve airflow and performance. You'll really appreciate it when towing heavy loads uphill and at high altitudes.

Rule the Class With 6.2L 2-Valve V8 Gas

Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

Balanced performance. Dual-equal variable cam timing phases the intake- and exhaust-valve opening and closing events simultaneously to optimize fuel economy, low-end torque and peak horsepower.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG), propane autogas, or as a bi-fuel vehicle with the ability to seamlessly switch between CNG or propane and gasoline.

SUPER DUTY® SMART TECHNOLOGY

Trailer Sway Control

Works in conjunction with AdvanceTrac® with RSC (Roll Stability Control™) to detect trailer sway and reduce it as necessary

AdvanceTrac® control module incorporates additional software to monitor the vehicle's performance while towing

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition(4)

Trailer Brake Controller (TBC)(5)

Ensures smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure

The controller adapts output based on the status of the Anti-lock Brake System (ABS)

When the ABS module senses the towing vehicle's brakes are approaching lockup, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup

Provides instant visual and audible warnings in case of accidental trailer disconnect

Fully integrated into the truck's brake system

Manual control lever and +/– (GAIN adjustment) buttons allow the trailer brakes to be manually applied and adjusted for improved performance

Factory-installed and warranted by Ford Motor Company(6)

Tow/Haul Mode With Integrated Engine-Exhaust Brake(7)

Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L diesel only) with auto setting give drivers even greater control when traveling downhill

Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade

Provides additional braking and control on downhill grades when used in combination with the engine brake feature on the 6.7L V8 turbo diesel engine

Standard Hill Start Assist

Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

Whether heading up an incline in drive or in reverse, you're covered

Smart Trailer Tow Connector

Provides trailer connection status, lighting and trailer battery alerts/warnings

Alerts/warnings are displayed in the message center or either the 4.2" or 8" productivity screen (if equipped)

Included in all optional towing packages

5th-Wheel/Gooseneck Prep Package

Available on all models

Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector

Trailer Reverse Guidance

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer

Included with the optional Ultimate Trailer Tow Camera System

Ultimate Trailer Tow Camera System

Available 360-degree camera with split-view display utilizes 4 cameras to provide an all-around view on 8" color screen

Trailer Reverse Guidance uses 3 cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer maneuvers while in reverse

Includes rear view camera, rear center high-mounted stop lamp (CHMSL) camera and LED center high-mounted stop lamp (CHMSL)

Dynamic Hitch Assist

Included within the standard rear-view camera, providing added driver convenience when hitching a trailer

Uses a dynamic centerline in the display to assist in guiding the truck backward

Helps better position the truck with a trailer coupler

As steering adjustments are made, the projected path is shown on the screen

Reduces the need for a spotter or having to get in and out of the truck to check position

Tow Technology Bundle

Available on Lariat and King Ranch

Provides driver-assist technology features to improve the driver-towing experience:

- Adaptive steering
- Auto high-beam headlamps with rain-sensing windshield wipers
- Lane-keeping alert
- Ultimate Trailer Tow Camera System (includes 360-degree camera with split-view display and rear center high-mounted stop lamp [CHMSL] camera)

(4) Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.
(5) Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.
(6) See limited warranty for details. Ask your dealer for details.
(7) 6.7L Power Stroke® V8 Turbo Diesel.

THE FUTURE OF **HEAVY-DUTY TRUCKS**

SUPER DUTY® CHASSIS CABS

The 2019 Super Duty Chassis Cab F-350/F-450/F-550s bring smart, tough and capable to a whole new level. They reinforce the tradition of Built Ford Tough and continue to handle hard-line towing jobs and aggressive payloads. The purpose-built Ford powertrains help deliver excellent performance and torque. With a maximum towing capability of 31,900 lbs. for 5th-wheel trailers and 18,500 lbs. for conventional trailers, Super Duty is designed to conquer even the most challenging jobs.

CNG/Propane Gaseous Engine Prep Package Available on F-350 with 6.2L V8 Gas Engine and on F-450 & F-550 with 6.8L V10 Gas Engine.

Powerful Ford 6.8L 3V SOHC V10

The V10 gas powerplant gets your heavy loads moving with up to 424 lb.-ft. of torque and 288 horsepower on F-450 and F-550

It's paired with a TorqShift® 6-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable tow/haul mode

The CNG/Propane Gaseous Engine Prep Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits

For more information on any of these Ford trucks, see your Ford dealer or visit www.ford.com.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply inches by 2.54.

FORD POWER AND STRENGTH

CLASS A
MOTORHOME CHASSIS

FEATURES

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000 lbs.
- Three Gross Combination Weight Ratings (GCWRs): 23,000/26,000/30,000 lbs. for excellent towing capabilities (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- Power 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch steel wheels and tires included with 16,000/18,000/20,500 lbs. GVWR; 19.5-inch wheels and tires optional with 22,000-lb. GVWR
- Large-diameter stabilizer bars, front and rear, for ride control
- 22.5-inch aluminum wheels and tires included with 22,000/24,000/26,000 lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- 81-inch front tread width (79-inch on 22,000/24,000/26,000-lb. GVWRs)
- Designed to accommodate wide-body and slide-out type motorhomes
- 7-wire trailer wiring harness with relays, blunt cut and labeled
- High-capacity front axle system
- 80-gallon fuel tank, aft axle
- Heavy-duty shock absorbers
- Air Conditioning Prep Package
- CNG/LPG Gaseous Fuel Prep Package available

BUILT FOR BUSINESS

COMMERCIAL STRIPPED CHASSIS

FEATURES

- Five wheelbase choices: 158/168[(1)]/178/190/208-inch
- Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs.
- Two Gross Combination Weight Ratings (GCWRs): 23,000/26,000 lbs. (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 7,700 lbs. maximum trailer weight with 19,500-lb. or 22,000-lb. GVWR with optional Parcel Delivery Package
- 6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- Power 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch steel wheels and tires
- 40-gallon fuel tank capacity aft of axle
- Heavy-duty Sachs shock absorbers
- 7-wire trailer wiring harness with relays, blunt cut and labeled
- Low load floor height for ease of cargo loading
- Front and rear stabilizer bars
- Driver's steering column positioned for easy ingress and egress
- Galvanized frame available on 208-inch wheelbase with 19,500-lb. or 22,000-lb. GVWR and included with Parcel Delivery Package
- Pull-Out Ramp Prep Package available on 19,500-lb. GVWR/208-inch wheelbase
- Air Conditioning Prep Package available
- CNG/LPG Gaseous Fuel Prep Package available

(1) Only available with Parcel Delivery Package.

E-SERIES
CLASS C MOTORHOME CHASSIS

FEATURES

- Three wheelbase choices: 138/158/176-inch
- Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR(1)
- Powerful 6.8L 2-valve SOHC V10 engine; optional 6.2L V8 available
- TorqShift® 6-speed automatic transmission with tow/haul mode
- 97,500-mile scheduled tune-up interval(2)
- Out-front engine design provides spacious cab with access to "living area" and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and front passenger airbags(3)
- 4-wheel disc Anti-lock Brake System (ABS)
- Available CNG/Propane Gaseous Engine Prep Package(4)
- Available Integrated Trailer Brake Controller (TBC)
- Steel ladder-type truck frame with seven cross members
- 40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 DRW with 11,500- or 12,500-lb. GVWR)
- Van-like driver position with ergonomic instrument panel and controls

(1) 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways.
(2) Under normal driving conditions with routine fluid/filter changes.
(3) Always wear your safety belt.
(4) See your Ford dealer for details.

MOTORHOME CUSTOMER CARE

Customer Assistance Center

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling **1-800-444-3311**, the caller has access to:

- The nearest appropriate service location
- Assistance in scheduling a service appointment
- Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support

Over 1,900 Ford dealerships in the U.S. and Canada provide Class C motorhome service support

- Certified service technicians backed by computerized diagnostics and national technical hotline support
- Verification of available owner notification and recall information affecting motorhomes

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54; to obtain information in liters, multiply gallons by 3.8; to obtain information in kilometers, multiply miles by 1.6.

TRANSIT
CLASS C MOTORHOME CHASSIS

FEATURES

- Three wheelbase choices: 138/156/178-inch
- Up to 10,360 lbs. GVWR and 13,500 lbs. GCWR
- Two engine choices: 3.7L Ti-VCT V6 gas and 3.2L I5 diesel
- 6-speed automatic transmission with SelectShift®
- Driver and front passenger airbags(1)
- 4-wheel disc Anti-lock Brake System (ABS)
- AdvanceTrac® with Roll Stability Control™ (RSC®)
- Independent MacPherson strut front suspension and stabilizer bar
- Leaf spring rear suspension with heavy-duty shock absorbers
- 25-gallon fuel tank capacity
- Frame rail extension adapters
- Available Trailer Brake Controller (TBC)
- Available tow/haul mode with Trailer Wiring Provisions

(1) Always wear your safety belt.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

F-SERIES PICKUP SLIDE-IN CAMPERS

Slide-In Camper Installation

Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper

A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars

Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

Camper Center-of-Gravity

All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox

Data is calculated for each individual truck, based on vehicle options

If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use and no center-of-gravity data is shown

F-150 Heavy-Duty Payload Package (Option Code 627)

Increases GVWR to 7,850 lbs. on XL, XLT and Lariat.

LT275/65R18C OWL A/T tires (5)

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

Available on XL, XLT Base, XLT Mid and Lariat Base. Requires 5.0L V8 or 3.5L V6 EcoBoost® gas engine. Trailer Tow Package required when ordered with 5.0L engine. Max Trailer Tow Package also required with 3.5L V6 EcoBoost engine.

F-250/F-350/F-450 Super Duty® Camper Package (Option Code 471)

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs, computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

F-SERIES
PICKUP/CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR)

Heavy-Duty Payload Package (Option Code 627) required with F-150

Camper Package (Option Code 471) required with F-250/F-350/F-450 Super Duty®

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 18, 19, 22, 24 and 26.

Ⓜ **Metric Conversion** – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

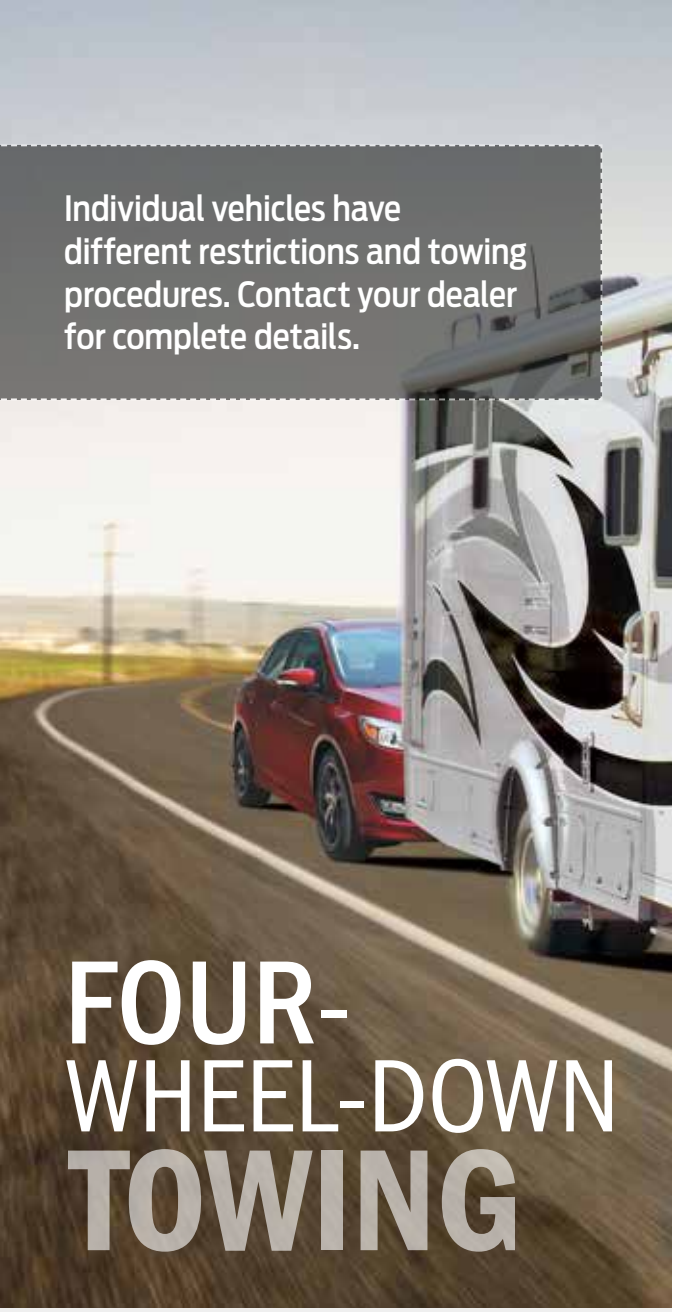
MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 3.5L V6 EcoBoost®, 5.0L V8, 6.2L V8 and 6.7L Power Stroke® Turbo Diesel V8.

		GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
Model	**Wheelbase**	**3.5L GTDI**	**5.0L**	**6.2L**	**6.7L**	**3.5L GTDI Std.**	**5.0L Std.**	**6.2L Std./Opt.†**	**6.7L Std./Opt.†**
F-150 (1)									
4x2 Reg. Cab(3)	141.1"	7,850	7,850	–	–	2,812	2,852	– / –	– / –
4x2 SuperCab(3)	163.7"	7,850	7,850	–	–	2,079	2,109	– / –	– / –
4x2 SuperCrew(3)	156.8"	7,850	7,850	–	–	2,001	2,060	– / –	– / –
4x4 Reg. Cab(3)	141.1"	7,850	7,850	–	–	2,622	2,735	– / –	– / –
4x4 SuperCab(3)	163.7"	7,850	7,850	–	–	1,864	1,900	– / –	– / –
4x4 SuperCrew(3)	156.8"	7,850	7,850	–	–	1,822	1,844	– / –	– / –
F-250 Super Duty (4)									
4x2 Reg. Cab	141.6"	–	–	10,000	10,000	–	–	3,882/ –	3,072/ –
4x2 SuperCab	148.0"	–	–	10,000	10,000	–	–	3,155/ –	2,351/ –
4x2 SuperCab	164.2"	–	–	10,000	10,000	–	–	3,045/ –	2,221/ –
4x2 Crew Cab	159.8"	–	–	10,000	10,000	–	–	3,057/ –	2,233/ –
4x2 Crew Cab	176.0"	–	–	10,000	10,000	–	–	2,828/ –	2,004/ –
4x4 Reg. Cab	141.6"	–	–	10,000	10,000	–	–	3,456/ –	2,664/ –
4x4 SuperCab	148.0"	–	–	10,000	10,000	–	–	2,740/ –	1,958/ –
4x4 SuperCab	164.2"	–	–	10,000	10,000	–	–	2,650/ –	1,839/ –
4x4 Crew Cab	159.8"	–	–	10,000	10,000	–	–	2,654/ –	1,850/ –
4x4 Crew Cab	176.0"	–	–	10,000	10,000	–	–	2,398/ –	1,574/ –
F-350 Super Duty (4)									
4x2 SRW Reg. Cab(2)	141.6"	–	–	10,000	10,600*	–	–	3,691/ –	3,559/2,959
4x2 SRW SuperCab(2)	148.0"	–	–	10,000	10,800*	–	–	2,991/ –	3,080/2,280
4x2 SRW SuperCab(2)	164.2"	–	–	10,300*	11,000*	–	–	3,178/2,878	3,153/2,153
4x2 SRW Crew Cab(2)	159.8"	–	–	10,100*	10,900*	–	–	2,930/2,830	2,999/2,099
4x2 SRW Crew Cab(2)	176.0"	–	–	10,500*	11,100*	–	–	3,103/2,603	2,961/1,861
4x2 SRW Reg. Cab(3)	141.6"	–	–	10,400	11,100	–	–	4,033/ –	4,002/ –
4x2 SRW SuperCab(3)	148.0"	–	–	10,500	11,200	–	–	3,430/ –	3,423/ –
4x2 SRW SuperCab(3)	164.2"	–	–	10,800	11,500	–	–	3,621/ –	3,595/ –
4x2 SRW SuperCab(3)	164.2"	–	–	–	11,400	–	–	– / –	3,495/ –
4x2 SRW Crew Cab(3)	159.8"	–	–	10,600	11,300	–	–	3,373/ –	3,342/ –
4x2 SRW Crew Cab(3)	176.0"	–	–	10,900	11,500	–	–	3,446/ –	3,304/ –
4x2 SRW Crew Cab(3)	176.0"	–	–	–	11,400	–	–	– / –	3,204/ –
4x2 DRW Reg. Cab	141.6"	–	–	14,000	14,000	–	–	7,261/ –	6,526/ –
4x2 DRW SuperCab	164.2"	–	–	14,000	14,000	–	–	6,370/ –	5,656/ –
4x2 DRW Crew Cab	176.0"	–	–	14,000	14,000	–	–	6,144/ –	5,425/ –
4x4 SRW Reg. Cab(2)	141.6"	–	–	10,300*	11,000*	–	–	3,573/3,273	3,545/2,545
4x4 SRW SuperCab(2)	148.0"	–	–	10,400*	11,100*	–	–	2,969/2,569	2,967/1,867
4x4 SRW SuperCab(2)	164.2"	–	–	10,700*	11,300*	–	–	3,160/2,460	3,040/1,740
4x4 SRW Crew Cab(2)	159.8"	–	–	10,500*	11,200*	–	–	2,919/2,419	2,888/1,688
4x4 SRW Crew Cab(2)	176.0"	–	–	10,800*	11,500*	–	–	2,986/2,186	2,937/1,437
4x4 SRW Reg. Cab(3)	141.6"	–	–	10,800	11,500	–	–	4,016/ –	3,988/ –
4x4 SRW Reg. Cab(5)	141.6"	–	–	11,300	11,500	–	–	4,511/ –	3,983/ –
4x4 SRW Reg. Cab(5)	141.6"	–	–	–	11,400	–	–	– / –	3,883/ –
4x4 SRW SuperCab(3)	148.0"	–	–	10,800	11,500	–	–	3,312/ –	3,309/ –
4x4 SRW SuperCab(5)	148.0"	–	–	11,300	11,500	–	–	3,807/ –	3,305/ –
4x4 SRW SuperCab(5)	148.0"	–	–	–	11,400	–	–	– / –	3205/ –
4x4 SRW SuperCab(3)	164.2"	–	–	11,200	11,500	–	–	3,603/ –	3,183/ –
4x4 SRW SuperCab(5)	164.2"	–	–	11,500	11,500	–	–	3,898/ –	3,178/ –
4x4 SRW SuperCab(5)	164.2"	–	–	11,400	11,400	–	–	3,798/ –	3,078/ –
4x4 SRW Crew Cab(3)	159.8"	–	–	10,900	11,500	–	–	3,262/ –	3,131/ –
4x4 SRW Crew Cab(5)	159.8"	–	–	11,300	11,500	–	–	3,657/ –	3,126/ –
4x4 SRW Crew Cab(3)	159.8"	–	–	11,300	11,500	–	–	3,428/ –	2,880/ –
4x4 SRW Crew Cab(5)	159.8"	–	–	–	11,400	–	–	– / –	3,026/ –
4x4 SRW Crew Cab(5)	176.0"	–	–	11,500	11,500	–	–	3,623/ –	2,875/ –
4x4 SRW Crew Cab(5)	176.0"	–	–	11,400	11,400	–	–	3,523/ –	2,775/ –
4x4 DRW Reg. Cab	141.6"	–	–	14,000	14,000	–	–	6,856/ –	6,137/ –
4x4 DRW SuperCab	164.2"	–	–	14,000	14,000	–	–	5,961/ –	5,244/ –
4x4 DRW Crew Cab	176.0"	–	–	14,000	14,000	–	–	5,729/ –	4,979/ –
F-450 Super Duty (4)									
4x2 DRW Reg. Cab	141.6"	–	–	–	14,000	–	–	– / –	5,820/ –
4x4 DRW Reg. Cab	141.6"	–	–	–	14,000	–	–	– / –	5,520/ –
4x2 DRW Crew Cab	176.0"	–	–	–	14,000	–	–	– / –	4,820/ –
4x4 DRW Crew Cab	176.0"	–	–	–	14,000	–	–	– / –	4,500/ –

(1) Requires Heavy-Duty Payload Package option. (2) 17" tires and wheels. (3) 18" tires and wheels. (4) Requires Camper Package option. (5) 18"/20" tires and wheels. *10,000 pounds with optional 10,000-lb. GVWR Package. †With 10,000-lb. GVWR Package.

Individual vehicles have different restrictions and towing procedures. Contact your dealer for complete details.



FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See pages 34 and 41 for additional brake information.*

Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed. Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.

FOUR-WHEEL-DOWN AVAILABILITY

2019 Ford Cars	Manual Transmission	Automatic Transmission
Fiesta	Yes (1)	Yes (1)(2)(10)
Fiesta ST	No	–
Mustang	No	No
Shelby GT350/GT350R	No	–
Fusion 1.5L EcoBoost®/2.0L EcoBoost/2.5L	–	No
Fusion 2.7L EcoBoost	–	Yes (3)(4)(5)(7)
Taurus 3.5L/3.5L EcoBoost	–	Yes (3)(4)(5)
2019 Ford Electrified Vehicles		
Fusion Hybrid	–	Yes (6)(7)(8)
Fusion Energi	–	Yes (6)(7)(8)
2019 Ford CUVs/SUVs		
Transit Connect	–	No
EcoSport	–	No
Escape	–	No
Edge	–	No
Edge ST	–	Yes (3)(4)(5)(12)
Flex	–	Yes (3)(4)(5)(10)
Explorer 2.3L EcoBoost	–	No
Explorer 3.5L/3.5L EcoBoost	–	Yes (3)(4)(5)(10)
Expedition/Expedition MAX 4x2	–	No
Expedition/Expedition MAX 4x4	–	Yes (9)(11)
2019 Ford Trucks		
Ranger 4x2	–	No
Ranger 4x4	–	Yes (9)
F-150 4x2	–	No
F-150 4x4	–	Yes (9)
F-250/350/450/550 Super Duty® 4x2	–	No
F-250/350/450/550 Super Duty 4x4	–	Yes (9)
E-Series Cutaway/Stripped Chassis	–	No
Transit	–	No

(1) Maximum speed is 70 mph.
(2) Transmission must be in neutral during four-wheel-down towing (ignition must be "ON" before shifting into neutral, refer to Owner's Manual).
(3) Intelligent all-wheel-drive (AWD)/4WD vehicles cannot be towed on a dolly.
(4) Maximum speed with automatic transmission is 65 mph.
(5) Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter.
(6) Maximum speed with hybrid transmission is 70 mph.
(7) Select "Stay In Neutral" mode – refer to Owner's Manual transmission and towing sections to follow procedures.
(8) Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter.
(9) Place the transfer case in the neutral position to engage the four-wheel-down towing feature. Refer to Owner's Manual.
(10) Disconnect the negative (black) cable from the battery.
(11) Requires 2-speed transfer case.
(12) Activate Manual Park Release (MPR) – refer to Owner's Manual transmission and towing sections to follow procedures.

TOW-DOLLY **FLEXIBILITY**

Tow-dollies allow you to tow your vehicle behind a RV or motorhome if you are unable to four-wheel-down your car, truck or SUV. Tow-dollies work by letting the front two wheels of the vehicle rest on it while the back two wheels stay on the ground. They are not as long as the traditional trailers, which helps make turning corners easy.

TOW-DOLLY AVAILABILITY

2019 Ford Vehicles	FWD	RWD	AWD/4WD
Fiesta/Fiesta ST	Yes	N/A	N/A
Mustang	N/A	No	N/A
Fusion	Yes	N/A	No
Fusion Hybrid	Yes	N/A	N/A
Fusion Energi	Yes	N/A	N/A
Taurus	Yes	N/A	No
Transit Connect	Yes	N/A	N/A
Edge	Yes	N/A	No
Flex	Yes	N/A	No
EcoSport	Yes	N/A	No
Escape	Yes	N/A	No
Explorer	Yes	N/A	No
Expedition	N/A	No	No
Transit	N/A	No	N/A
Ranger	N/A	No	No
F-150	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
E-Series Cutaway/Stripped Chassis	N/A	No	N/A

N/A – Not Applicable.

Before using the tow-dolly there are a few things you must know before towing. Read the manufacturer's instructions that came with the tow-dolly before towing, loading or unloading the dolly. Attach the appropriate trailer hitch and drawbar hardware to the vehicle for the tow-dolly. Attach the dolly to the drawbar. The dolly should be completely secure and on level ground before the vehicle to be towed is put on or taken off the dolly. Drive the vehicle onto the dolly with its front wheels. Secure the vehicle to the tow-dolly according to the manufacturer's instructions. Follow the instructions for attaching and connecting the auxiliary lights to the back of the vehicle being towed. Test the auxiliary lights to make sure that the turn signals, stop lamps and running lights work properly.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54.

FRONTAL AREA CONSIDERATIONS

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

Vehicle	Frontal Area Limitations/ Considerations	With
EcoSport	12 sq. ft.	All Applications
Mustang	12 sq. ft.	All Applications
Taurus	12 sq. ft.	All Applications Except Taurus SHO
Fusion	12 sq. ft.	2.7L EcoBoost® V6 Engine
	20 sq. ft.	2.5L I4 Engine, 1.5L EcoBoost I4 Engine and 2.0L EcoBoost I4 Engine
Transit Connect	20 sq. ft.	All Applications
Edge	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Flex	Base Vehicle Frontal Area (20 sq. ft.)	Without Class III Trailer Tow Package
	40 sq. ft.	With Class III Trailer Tow Package
Explorer	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II or Class III Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
	40 sq. ft.	With Class III Trailer Tow Package
Expedition	Base Trailer Frontal Area (55 sq. ft.)	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Transit Cargo Van/Passenger Van	55 sq. ft.	All Applications
Transit Cutaway/Chassis Cab	72 sq. ft.	All Applications
E-Series Cutaway	60 sq. ft.	All Applications
Ranger	Base Vehicle Frontal Area (40 sq. ft.)	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater
	75 sq. ft.	All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package
F-250/F-350/F-450/F-550 Super Duty®	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

Note: All vehicles calculated with SAE J2807 method except Chassis Cab models.

TOWING EQUIPMENT

It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks.

This equipment falls into two categories: **Required and Recommended.**

REQUIRED Equipment

Includes items that must be installed.* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

**Check with your dealer for additional requirements, restrictions and limited warranty details.*

Transit Connect
For trailers over 1,500 pounds – Class I Trailer Tow Package

Edge
For trailers over 1,500 pounds – Class II Trailer Tow Package and AWD

Escape
For trailers over 2,000 pounds – Class II Trailer Tow Package and 2.0L EcoBoost engine

Explorer
For towing capacity between 2,000 pounds and 3,000 pounds maximum with 2.3L EcoBoost engine – Class II Trailer Tow Package

For towing capacity between 2,000 pounds and 5,000 pounds maximum with 3.5L and 3.5L EcoBoost V6 engines – Class III Trailer Tow Package

Flex
For trailers over 2,000 pounds – Class III Trailer Tow Package

Expedition
For trailers over 6,000 pounds – Class IV Heavy-Duty Trailer Tow Package

Transit
For trailers over 5,000 pounds – Heavy-Duty Trailer Tow Package

Ranger
For trailers over 3,500 pounds – Trailer Tow Package

F-150
For trailers over 5,000 pounds – Trailer Tow Package or Max Trailer Tow Package

F-450/F-550 Chassis Cab
For 40,000-pound GCWR on F-550; 35,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

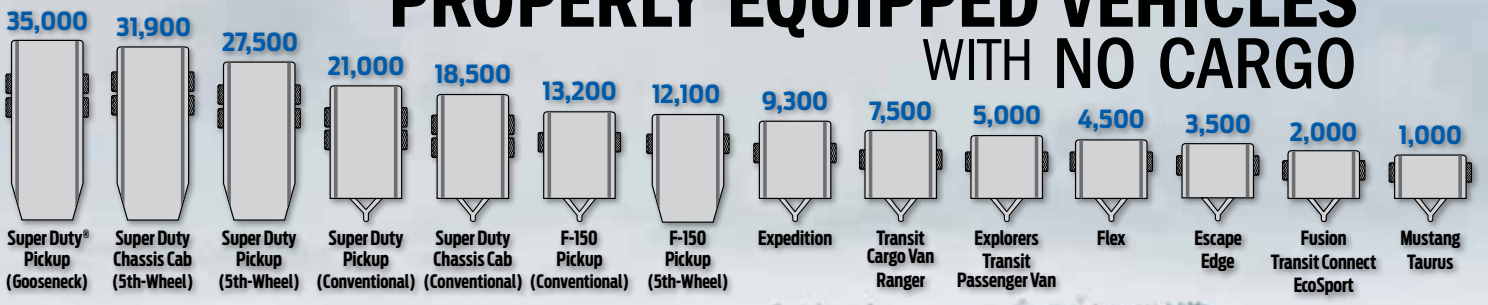
RECOMMENDED Equipment (where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

A weight-carrying hitch is recommended for all vehicles towing trailers less than 5,000 pounds.

For a listing of all CUV/ SUV/Truck standard and optional towing equipment, see chart on the next page.

MAXIMUM TRAILER WEIGHTS IN POUNDS FOR PROPERLY EQUIPPED VEHICLES WITH NO CARGO



CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Transit Connect Van/Wagon (53T)	Edge (53G)[2]	Flex (53G)	Escape (536)[4]	Explorer (52R)[5]	Explorer (52T)[6]	Expedition (536)	Transit (53B)	Ranger (53R)	F-150 (Std.)	F-150 Raptor (Std.)	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-250/ F-350/F-450 Super Duty Pickup (Standard)	F-250 Super Duty Pickup[13] (535)	F-350/ F-450/F-550 Super Duty Chassis Cab (531)[15][16]	F-450/F-550 Super Duty Chassis Cab (535)
7-Wire Harness & 4-/7-Pin Connector	–	–	X	–	–	X	(Std.)	X(8)	X	–	X	X	X	X	X	(Std.)	–	–
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	(Std.)	(Std.)
Trailer Wiring Harness (4-Pin)	X	X	–	X	X	–	–	–	(Std.)	X	–	–	–	–	–	–	–	–
Trailer Module	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trailer Wiring Provision	–	–	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–
Hitch Receiver (See chart on page 38)	X	X	X	X	X	X	(Std.)	X	X	–	X	X	X	X	X	(Std.)	–	–
Aux. Auto Trans. Oil Cooler	–	–	–	X	–	–	–	–	–	–	X	–	–	–	–	–	–	–
Radiator Upgrade	–	–	–	–	–	–	X	–	–	–	X	X(9)	X(9)	X(9)	–	–	–	–
Higher-Power Cooling Fans (1)	–	–	–	–	–	–	–	–	–	–	–	X	X	X	–	–	–	–
Smart Trailer Tow Connector	–	–	–	–	–	–	–	–	–	–	X	X	X	X	X(11)	–	–	–
Electronic Traction Assist (eLSD)	–	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–	–
Upgraded Front Stabilizer Bar	–	–	–	–	–	–	–	–	–	–	X	–	X	X	–	–	–	–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X(12)	(Std.)	X	X(15)
Aluminum Wheels	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X(14)	–	–
Upgraded Rear Axle	–	–	–	–	–	–	X	–	–	–	–	–	–	X	X(11)	X	–	X
Increased GCW (6.7L)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X(11)	X	–	X
Upgraded Rear Bumper	–	–	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–
Rear Stabilizer Bar	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	(Std.)	(Std.)
Tow/Haul Mode	–	–	–	–	–	–	–	X	–	X	–	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	(Std.)
2-Speed Automatic 4WD	–	–	–	–	–	–	X(7)	–	–	–	–	–	–	–	–	–	–	–
Electric Brake Controller Tap-In Cap.	–	–	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–
Trailer Brake Controller	–	–	–	–	–	–	X	–	–	–	–	–	–	X	X(11)	–	–	–
Trailer Sway Control	X	X	X	X	(Std.)	(Std.)	(Std.)	–	(Std.)	X	–	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	(Std.)
Engine Oil Cooler	–	–	X(3)	–	–	X	–	–	–	X(1)	X	(Std.)	(Std.)	(Std.)	–	–	–	–
Tailgate LED	–	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–	–
Pro Trailer Backup Assist	–	–	–	–	–	–	X	–	–	–	–	–	X(10)	X	–	–	–	–
36-Gallon Fuel Tank	–	–	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–

(1) Not available on 3.3L V6 engine. (2) Available with twin-scroll 2.0L EcoBoost® I4 only and AWD only. (3) Not included with EcoBoost engine. (4) Available with 2.0L EcoBoost I4 only. (5) Requires 2.3L EcoBoost I4 engine. (6) Requires 3.5L V6 engine. (7) 4x4 only. (8) Blade-style female connector including relay system for backup/B+/running lights. (9) 2.7L EcoBoost V6 and 3.5L EcoBoost V6 engines only. (10) Not included on XL 100A. (11) F-350 DRW/F-450 only. (12) In-cab, no controller (SRW). (13) Requires 6.7L diesel engine. (14) Polished (Platinum). (15) Not included if Trailer Brake Controller is ordered. (16) XL model only.

Notes:
- Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
- Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

REVISED 12.21.18

TRAILER TOWING SELECTOR

F-150 AND SUPER DUTY®

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 18–29.) Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)[1]

Towing capability will be reduced based on trim series, option content and payload

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
3.3L PFDI V6	3.55	9,600	5,100	–	–	–	–	–	–	–	–	–	–	–
		9,700	–	5,100	–	–	–	–	–	–	–	–	–	–
		9,800	–	–	5,000	–	–	–	–	–	–	–	–	–
		9,900	–	–	–	–	5,000	–	–	–	–	–	–	–
		10,000	–	–	–	–	–	–	–	–	5,000	–	–	–
	3.73	12,200	7,700	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,700	7,500	7,400	7,400	–	–	–	–	–	–	–
		12,400	–	–	–	–	–	–	–	–	7,400	–	–	–
		12,500	–	–	–	–	–	–	7,400	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,400	–
5.0L 4-Valve V8	3.15	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
	3.31	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	9,000	–	–	9,000	9,000
	3.55	13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,900	9,200	–	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	–	–	–	–	–
		14,500	–	–	–	–	–	–	–	–	–	–	9,100	9,100
		14,600	–	–	–	–	–	–	–	9,100	–	–	–	–
		15,000	–	10,200	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,200	–	–	–	10,100	10,100	–	–
		15,300	–	–	–	–	–	10,100	–	–	–	–	–	–
	3.73	14,700	–	–	9,700	–	–	–	–	–	–	–	–	–
		16,000(2)	–	11,000(4)	–	–	–	–	–	–	–	–	–	–
		16,200(2)	–	–	–	11,100(4)	–	11,000(4)	–	10,700(4)	–	–	–	–
		16,300	–	–	–	11,200	–	–	–	–	–	10,900(2)(4)	10,900	10,700(2)(4)
		16,600	–	–	–	–	–	–	11,300	11,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	11,500
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	10,100	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	–	–	–	10,200	10,100	–	–
		16,000	–	–	–	–	–	–	10,200(3)/ 10,100(5)	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,300(3)/ 10,100(5)	10,300(3)/ 10,100(5)
	3.55	16,000	–	–	–	–	–	–	10,200(3)/ 10,100(5)	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,300(3)/ 10,100(5)	10,300(3)/ 10,100(5)
		17,100	–	–	–	–	11,500	–	11,300(3)/ 11,200(5)	–	11,200	11,300	11,300(3)/ 10,900(5)	11,300(3)/ 11,100(5)

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 38 for additional information. (2) Requires Heavy-Duty Payload Package (627). (3) Electronic Shift-On-The-Fly transmission. (4) Includes 18" tires and wheels. (5) 2-speed automatic 4WD transmission.

Notes:
- Calculated with SAE J2807 method.
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)[1]

Towing capability will be reduced based on trim series, option content and payload

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,300	7,600	7,600	–	–	–	–	–	–	–	–	–	–
		12,500	–	–	7,600	–	–	–	–	–	–	–	–	–
		12,600	–	–	–	7,600	–	7,500	–	–	–	–	–	–
		12,700	–	–	–	–	7,700	–	–	–	–	–	–	–
		12,800	–	–	–	–	–	–	–	–	7,700	7,700	–	–
		12,900	–	–	–	–	–	–	7,600	–	–	–	7,600	–
	3.73	13,200	8,500	8,500	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,400	8,300	8,300/8,300(2)	8,200	8,000	–	8,200/8,200(2)	8,200	8,000	–
		13,400	–	8,500(2)	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,000(2)	–	–	–	–	–	9,000(2)	–	–
		14,200	–	–	–	–	–	9,000(2)	–	–	–	–	–	–
		14,300	–	–	–	–	–	–	9,000(2)	–	–	–	8,900(2)	–
3.5L GTDI V6	3.15	15,500	–	10,700	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,700	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	10,600	–	–	10,700	10,700	–	–
	3.31	15,900	–	–	–	10,800	–	–	–	–	–	–	–	–
		16,100	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,700	–	–	10,700	10,700
	3.55	15,500	–	10,700	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,700	–	–	–	–	–	–	–
		15,900	–	–	–	10,800	–	10,600	–	–	10,700	10,700	–	–
		16,100	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,700	–	–	10,700	10,700
		16,700(3)	–	–	–	–	–	–	–	–	11,100	–	9,400	–
		17,000(4)	–	12,100	–	–	–	–	–	–	–	–	–	–
		17,100(4)	–	–	–	12,000	12,000	11,800	11,700	11,600	–	–	–	–
		17,900(4)	–	–	–	–	–	–	–	–	12,700(9)	–	–	–
		18,200(4)	–	–	–	–	–	–	–	–	–	–	12,700(9)	–
		18,400(4)	–	–	–	–	–	–	–	–	–	13,200(9)	–	12,900(9)
	3.73	17,100(5)(4)	–	12,000(6)	–	11,800(6)	–	11,700(6)	–	11,500(6)	–	11,700(6)	–	11,500(6)
	4.10	12,050(7)	–	–	–	–	–	–	6,000(8)	–	–	–	–	–
		14,250(7)	–	–	–	–	–	–	–	–	–	–	8,000	–

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 38 for additional information. (2) Requires 2.7L EcoBoost® Payload Package (622). (3) Limited model only. (4) Requires Max Trailer Tow Package (53C). (5) Requires Heavy-Duty Payload Package (627). (6) Includes 18" tires and wheels. (7) Raptor model only. (8) 133" wheelbase. (9) Requires 20" tires and wheels.

Notes:
- Calculated with SAE J2807 method.
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

REVISED 10.25.18

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 5th-WHEEL TOWING(1)(2)

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122" WB	REGULAR CAB 4x2 141" WB	REGULAR CAB 4x4 122" WB	REGULAR CAB 4x4 141" WB	SUPERCAB 4x2 145" WB	SUPERCAB 4x2 164" WB	SUPERCAB 4x4 145" WB	SUPERCAB 4x4 164" WB	SUPERCREW® 4x2 145" WB	SUPERCREW® 4x2 157" WB	SUPERCREW® 4x4 145" WB	SUPERCREW® 4x4 157" WB
3.3L PFDI V6	3.55	9,600	5,000	–	–	–	–	–	–	–	–	–	–	–
		9,700	–	5,100	–	–	–	–	–	–	–	–	–	–
		9,800	–	–	5,000	–	–	–	–	–	–	–	–	–
		9,900	–	–	–	–	5,000	–	–	–	–	–	–	–
		10,000	–	–	–	–	–	–	–	–	5,000	–	–	–
	3.73	12,200	7,600	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,700	7,500	7,400	7,400	–	–	–	–	–	–	–
		12,400	–	–	–	–	–	–	–	–	7,400	–	–	–
		12,500	–	–	–	–	–	–	7,300	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,300	–
5.0L 4-Valve V8	3.15	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
	3.31	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	8,900	–	–	9,000	8,900
	3.55	13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,900	9,200	–	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,000	–	–	–	–	–
		14,500	–	–	–	–	–	–	–	–	–	–	9,100	9,000
		14,600	–	–	–	–	–	–	–	9,100	–	–	–	–
		15,000	–	10,200	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,100	–	–	–	10,000	10,000	–	–
		15,300	–	–	–	–	–	10,100	–	–	–	–	–	–
	3.73	14,700	–	–	9,400	–	–	–	–	–	–	–	–	–
		16,000(3)	–	10,900(4)	–	–	–	–	–	–	–	–	–	–
		16,200(3)	–	–	–	11,000(4)	–	10,900(4)	–	10,600(4)	–	–	–	–
		16,300	–	–	–	11,200	–	–	–	–	–	10,900(3)(4)	10,500	10,700(3)(4)
		16,600	–	–	–	–	–	–	11,000	10,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	10,700
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	9,300	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	–	–	–	9,000	8,600	–	–
		16,000	–	–	–	–	–	–	8,200(5)/ 7,700(6)	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	8,000(5)/ 7,300(6)	8,000(5)/ 7,200(6)
	3.55	16,000	–	–	–	–	–	–	8,200(5)/ 7,700(6)	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	8,000(5)/ 7,300(6)	8,000(5)/ 7,200(6)
		17,100	–	–	–	–	9,300	–	8,200(5)/ 7,700(6)	–	9,000	8,600	8,000(5)/ 7,300(6)	8,000(5)/ 7,200(6)

(1) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). (2) 5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C). (3) Requires Heavy-Duty Payload Package (627). (4) Includes 18" tires and wheels. (5) Electronic Shift-On-The-Fly transmission. (6) 2-speed automatic 4WD transmission.

Notes:
- Calculated with SAE J2807 method.
- Trailer king pin load weight should be 15% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 5th-WHEEL TOWING(1)(2)

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,300	7,600	7,500	–	–	–	–	–	–	–	–	–	–
		12,500	–	–	7,500	–	–	–	–	–	–	–	–	–
		12,600	–	–	–	7,500	–	7,400	–	–	–	–	–	–
		12,700	–	–	–	–	7,700	–	–	–	–	–	–	–
		12,800	–	–	–	–	–	–	–	–	7,700	7,700	–	–
		12,900	–	–	–	–	–	–	7,600	–	–	–	7,500	–
	3.73	13,200	8,500	8,400	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,300	8,200	8,300/8,200(3)	8,000	7,900	–	7,800/8,100(3)	8,100	7,600	–
		13,400	–	8,500(3)	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	8,900(3)	–	–	–	–	–	8,900(3)	–	–
		14,200	–	–	–	–	–	9,000(3)	–	–	–	–	–	–
		14,300	–	–	–	–	–	–	9,000(3)	–	–	–	8,900(3)	–
3.5L GTDI V6	3.15	15,500	–	10,600	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,600	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	10,600	–	–	10,300	10,600	–	–
	3.31	15,900	–	–	–	10,700	–	–	–	–	–	–	–	–
		16,100	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,600	–	–	10,000	10,400
	3.55	15,500	–	10,600	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,600	–	–	–	–	–	–	–
		15,900	–	–	–	10,700	–	10,600	–	–	10,300	10,600	–	–
		16,100	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,600	–	–	10,000	10,400
		16,700(7)	–	–	–	–	–	–	–	–	7,700	–	6,000	–
		17,000(6)	–	12,100	–	–	–	–	–	–	–	–	–	–
		17,100(6)	–	–	–	11,900	10,800	11,800	10,700	10,600	–	–	–	–
		17,900(6)	–	–	–	–	–	–	–	–	10,300(8)	–	–	–
		18,200(6)	–	–	–	–	–	–	–	–	–	–	10,000(8)	–
		18,400(6)	–	–	–	–	–	–	–	–	–	11,800(8)	–	10,400(8)
	3.73	17,100(4)(6)	–	12,000(5)	–	11,800(5)	–	11,700(5)	–	11,500(5)	–	11,600(5)	–	11,400(5)

(1) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). (2) 5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C). (3) Requires 2.7L EcoBoost® Payload Package (622). (4) Requires Heavy-Duty Payload Package (627). (5) Includes 18" tires and wheels. (6) Requires Max Trailer Tow Package (53C). (7) Limited model only. (8) Requires 20" tires and wheels.

Notes:
- Calculated with SAE J2807 method.
- Trailer king pin load weight should be 15% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-250 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,900	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,300
	4.30	22,000	14,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	14,800
6.7L V8 Turbo Diesel	3.31	23,500	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		25,700(1)	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	17,500
	3.55	23,500	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		25,700(1)	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	17,500

(1) Requires Trailer Tow Package.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-250 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,500	16,000	16,200	16,100	15,500	14,700	16,100	15,800	14,800	13,000
		25,700(1)	18,500(2)	16,500	17,400	16,600	14,800	14,000	16,600	15,100	14,100	12,300
	3.55	23,500	16,500	16,000	16,200	16,100	15,500	14,700	16,100	15,800	14,800	13,000
		25,700(1)	18,500(2)	16,500	17,400	16,600	14,800	14,000	16,600	15,100	14,100	12,300

(1) Requires Trailer Tow Package.
(2) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-350 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100	12,700/12,600(1)(2)	12,900/12,800(1)	12,800/12,700(1)	12,400	12,300	12,700/12,600(1)	12,500/12,400(1)	12,300/12,200(1)(2)	12,100/12,000(1)(2)
	4.30	23,000	14,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	28,700	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	18,000
	3.55	28,700	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	18,000

(1) 18" Tires. (2) 20" Tires.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-350 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100/ 13,000(1)	12,700/ 12,600(1)(2)	12,800	12,700	12,400/ 12,300(1)(2)	12,300/ 12,200(1)(2)	12,700/ 12,600(1)	12,400	12,200	12,000
	4.30	23,000	16,600/ 16,500(1)	16,200/ 16,100(1)(2)	16,300	16,200	15,900/ 15,800(1)(2)	15,800/ 15,700(1)(2)	16,200/ 16,100(1)	15,900	15,700	15,500
6.7L V8 Turbo Diesel	3.31	28,700	21,500(1)(4)(5)/ 19,200(3)(4)	21,100(4)/ 16,400(3)	21,300(1)(4)(5)/ 17,700(3)	21,100(1)(4)/ 21,200(4)(5)/ 16,800(3)	20,900(4)(5)/ 20,800(1)(2)(4)/ 14,900(3)	20,800(4)(5)/ 20,700(1)(2)(4)/ 14,100(3)	21,100(1)(4)(5)/ 16,500(3)	20,800(1)(4)/ 20,600(4)(5)/ 14,900(3)	20,700(4)/ 15,700(3)	20,400(4)/ 12,100(3)
	3.55	28,700	21,500(1)(4)(5)/ 19,200(3)(4)	21,100(4)/ 16,400(3)	21,300(1)(4)(5)/ 17,700(3)	21,100(1)(4)/ 21,200(4)(5)/ 16,800(3)	20,900(4)(5)/ 20,800(1)(2)(4)/ 14,900(3)	20,800(4)(5)/ 20,700(1)(2)(4)/ 14,100(3)	21,100(1)(4)(5)/ 16,500(3)	20,800(1)(4)/ 20,600(4)(5)/ 14,900(3)	20,700(4)/ 15,700(3)	20,400(4)/ 12,100(3)

(1) 18" Tires. (2) 20" Tires. (3) Optional 10,000-lb. GVWR Package (68D).
(4) Gooseneck tow rating shown.
5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. (5) 17" Tires.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-350/450 DRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB		CREW CAB			
			F-350		F-450		F-350		F-350		F-450	
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 164" WB 8' Box	4x4 164" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box
6.2L V8	3.73	20,000	13,200	12,800	–	–	12,700	12,300	12,500	12,100	–	–
	4.30	23,500	16,700	16,300	–	–	16,200	15,800	16,000	15,600	–	–
6.7L V8 Turbo Diesel	3.55	36,000	21,000	20,000	–	–	21,000	21,000	21,000	21,000	–	–
	4.10	40,000	21,000	20,000	–	–	21,000	21,000	21,000	21,000	–	–
	4.30	42,000	–	–	–	–	–	–	–	–	–	21,000
		42,800	–	–	–	–	–	–	–	–	21,000	–
		43,300	–	–	21,000	21,000	–	–	–	–	–	–

F-350/450 DRW SUPER DUTY PICKUPS 5th-WHEEL/GOOSENECK TOWING

6.2L V8	3.73	20,000	13,100	12,700	–	–	12,700	12,300	12,500	12,100	–	–
	4.30	23,500	16,600	16,200	–	–	16,200	15,800	16,000	15,600	–	–
6.7L V8 Turbo Diesel	3.55	36,000	28,400(1)	28,000(1)	–	–	28,000(1)	27,600(1)	27,800(1)	27,300	–	–
	4.10	40,000	32,400(1)	32,000(1)	–	–	32,000(1)	31,600(1)	31,800(1)	31,300(1)	–	–
	4.30	42,000	–	–	–	–	–	–	–	–	–	32,500(1)
		42,800	–	–	–	–	–	–	–	–	34,000(1)	–
		43,300	–	–	35,000(1)	34,700(1)	–	–	–	–	–	–

(1) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer*

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Height**	58.3 inches	59.8 inches	59.6 inches	58.7 inches	58.0 inches

**Raptor 5th-wheel towing is not recommended.*
***Distance from ground to top of closed tailgate.*

Note: Vehicles with other configurations may have varying tailgate heights.

TRAILER TOWING SELECTOR

F-350 SUPER DUTY® CHASSIS CABS CONVENTIONAL TOWING (1)

Maximum Loaded Trailer Weight (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS						SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW 145 WB	F-350 4x4 SRW 145 WB	F-350 4x2 DRW 145 WB	F-350 4x2 DRW 169 WB	F-350 4x4 DRW 145 WB	F-350 4x4 DRW 169 WB	F-350 4x2 SRW 168 WB	F-350 4x4 SRW 168 WB	F-350 4x2 DRW 168 WB	F-350 4x4 DRW 168 WB	F-350 4x2 SRW 179 WB	F-350 4x4 SRW 179 WB	F-350 4x2 DRW 179 WB	F-350 4x4 DRW 179 WB
6.2L SOHC V8	3.73	19,500	13,200/ 13,100(2)	12,700	–	–	–	–	12,800(2)/ 12,900	12,400	–	–	12,600	12,100(2)/ 12,200	–	–
		20,000	–	–	13,300	13,200	12,900	12,800	–	–	12,900	12,500	–	–	12,800	12,400
	4.30	23,000	13,500	13,500	–	–	–	–	13,500	13,500	–	–	13,500	13,500	–	–
		23,500	–	–	16,800	16,700	16,400	16,300	–	–	16,400	16,000	–	–	16,300	15,900
6.7L Diesel	3.73	26,500	13,500	13,500	–	–	–	–	13,500	13,500	–	–	13,500	13,500	–	–
		31,000	–	–	17,500	17,500	17,500	17,500	–	–	17,500	17,500	–	–	17,500	17,500
	4.10	32,000	–	–	17,500	17,500	17,500	17,500	–	–	17,500	17,500	–	–	17,500	17,500

F-350 SUPER DUTY CHASSIS CABS 5th-WHEEL TOWING

6.2L SOHC V8	3.73	19,500	13,100	12,600(2)/ 12,700	–	–	–	–	12,800	12,400/ 12,300(2)	–	–	12,600/ 12,500(2)	12,200/ 12,100(2)	–	–
		20,000	–	–	13,200	13,200	12,800	12,800	–	–	12,900	12,500	–	–	12,700	12,300
	4.30	23,000	16,600	16,100(2)/ 16,200	–	–	–	–	16,300	15,800(2)/ 15,900	–	–	16,000(2)/ 16,100	15,600(2)/ 15,700	–	–
		23,500	–	–	16,700	16,700	16,300	16,300	–	–	16,400	16,000	–	–	16,200	15,800
6.7L Diesel	3.73	26,500	19,200(2)/ 18,000	18,700(2)/ 15,100	–	–	–	–	18,800(2)/ 15,700	18,400(2)/ 13,800	–	–	18,600(2)/ 14,100	18,200(2)/ 12,300	–	–
		31,000	–	–	23,500	23,400	23,100	23,000	–	–	23,100	22,700	–	–	23,000	22,600
	4.10	32,000	–	–	24,500	24,400	24,100	24,000	–	–	24,100	23,700	–	–	24,000	23,600

(1) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (2) 18" Tires.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRAILER TOWING SELECTOR

F-450 SUPER DUTY® CHASSIS CABS CONVENTIONAL TOWING (1)

Maximum Loaded Trailer Weight (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-450 4x2 DRW 145 WB	F-450 4x2 DRW 169 WB	F-450 4x2 DRW 193 WB	F-450 4x2 DRW 205 WB	F-450 4x4 DRW 145 WB	F-450 4x4 DRW 169 WB	F-450 4x4 DRW 193 WB	F-450 4x4 DRW 205 WB	F-450 4x2 DRW 168 WB	F-450 4x2 DRW 192 WB	F-450 4x4 DRW 168 WB	F-450 4x4 DRW 192 WB	F-450 4x2 DRW 179 WB	F-450 4x2 DRW 203 WB	F-450 4x4 DRW 179 WB	F-450 4x4 DRW 203 WB
6.8L SOHC V10	4.88	28,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
6.7L Diesel	4.10	32,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
	4.30	34,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

F-450 SUPER DUTY CHASSIS CABS 5th-WHEEL TOWING

6.8L SOHC V10	4.88	28,000	20,600	20,400	20,100	19,900	20,300	20,100	19,800	19,600	20,300	20,000	20,000	19,700	20,200	19,900	19,900	19,600
6.7L V8 Diesel	4.10	32,000	23,900	23,700	23,300	23,200	23,600	23,300	23,000	22,900	23,600	23,200	23,200	22,900	23,400	23,100	23,100	22,800
	4.30	34,500	26,400	26,200	25,800	25,700	26,100	25,800	25,500	25,400	26,100	25,700	25,700	25,400	25,900	25,600	25,600	25,300

(1) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

F-550 SUPER DUTY® CHASSIS CABS CONVENTIONAL TOWING (1)

Maximum Loaded Trailer Weight (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-550 4x2 DRW 145 WB	F-550 4x2 DRW 169 WB	F-550 4x2 DRW 193 WB	F-550 4x2 DRW 205 WB	F-550 4x4 DRW 145 WB	F-550 4x4 DRW 169 WB	F-550 4x4 DRW 193 WB	F-550 4x4 DRW 205 WB	F-550 4x2 DRW 168 WB	F-550 4x2 DRW 192 WB	F-550 4x4 DRW 168 WB	F-550 4x4 DRW 192 WB	F-550 4x2 DRW 179 WB	F-550 4x2 DRW 203 WB	F-550 4x4 DRW 179 WB	F-550 4x4 DRW 203 WB
6.8L SOHC V10	4.88	28,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L Diesel	4.10	32,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	35,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.88	32,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		40,000(2)	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

F-550 SUPER DUTY CHASSIS CABS 5th-WHEEL TOWING

6.8L SOHC V10	4.88	28,000	20,600	20,400	20,100	19,900	20,300	20,100	19,800	19,600	20,300	20,000	20,000	19,700	20,200	19,900	19,900	19,600
6.7L V8 Diesel	4.10	32,000	23,900	23,700	23,300	23,200	23,600	23,300	23,000	22,900	23,600	23,200	23,200	22,900	23,400	23,100	23,100	22,800
	4.30	35,000	26,900	26,700	26,300	26,200	26,600	26,300	26,000	25,900	26,600	26,200	26,200	25,900	26,400	26,100	26,100	25,800
	4.88	32,000	23,900	23,600	23,300	23,100	23,500	23,300	23,000	22,800	23,500	23,200	23,200	22,900	23,400	23,100	23,100	22,800
		40,000(2)	31,900	31,600	31,300	31,100	31,500	31,300	31,000	30,800	31,500	31,200	31,200	30,900	31,400	31,100	31,100	30,800

(1) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (2) Available with High-Capacity Trailer Tow Package only.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-650/F-750 SUPER DUTY® Chassis Cabs

DIESEL ENGINE

Model	GVWR	GCWR
F-650 Pro Loader (Kick-Up Frame)	20,500-26,000 lbs.	50,000 lbs.
F-650 (Straight Frame)	25,600-29,000 lbs.	50,000 lbs.
F-750 (Straight Frame)	30,200-37,000 lbs.	50,000 lbs.
F-650 Tractor	27,500-29,000 lbs.	50,000 lbs.
F-750 Tractor	30,200-37,000 lbs.	50,000 lbs.

GAS ENGINE

Model	GVWR	GCWR
F-650 Pro Loader (Kick-Up Frame)	22,000-26,000 lbs.	37,000 lbs.
F-650 (Straight Frame)	25,600-29,000 lbs.	37,000 lbs.
F-750 (Straight Frame)	30,200-33,000 lbs.	37,000 lbs.

Note: Combined weight of vehicle and trailer cannot exceed listed GCWR.

SUPER DUTY Class A Motorhome Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
18,000 lbs.	23,000 lbs.	5,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.
24,000 lbs.	30,000 lbs.	6,000 lbs.
26,000 lbs.	30,000 lbs.	4,000 lbs.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 34 for more details.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

SUPER DUTY Commercial Stripped Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
19,500 lbs.	26,000 lbs.	6,500 lbs.
19,500 lbs.	27,200 lbs.	7,700 lbs.(1)
22,000 lbs.	26,000 lbs.	4,000 lbs.
22,000 lbs.	29,700 lbs.	7,700 lbs.(1)

(1) Requires Parcel Delivery Package option.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 34 for more details.

E-SERIES Cutaway and Stripped Chassis

Maximum Trailer Weight = GCWR – Vehicle GVW or 10,000 pounds, whichever is less.

E-350 Super Duty Cutaway SRW GCWRs:
– 6.2L V8/6R140 – 13,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-350 Super Duty Cutaway DRW GCWRs:
– 6.2L V8/6R140 – 17,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Cutaway GCWRs:
– 6.2L V8/6R140 – 18,000 lbs.
– 6.8L V10/6R140 – 22,000 lbs.

E-350 Super Duty Stripped Chassis GCWRs:
– 6.2L V8/6R140 – 17,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Stripped Chassis GCWRs:
– 6.2L V8/6R140 – 18,000 lbs.
– 6.8L V10/6R140 – 22,000 lbs.

TRAILER TOWING SELECTOR

TRANSIT CARGO VAN/PASSENGER VAN

Maximum Loaded Trailer Weight (lbs.)(1)

Automatic Transmission			CARGO VAN												PASSENGER VAN					
Engine	Axle Ratio	GCWR (lbs.)	150/250 RWB Low Roof	150/250 RWB Medium Roof	350 RWB Low Roof	350 RWB Medium Roof	150/250 LWB Low Roof	150/250 LWB Medium Roof	250 LWB High Roof	350 LWB Low Roof	350 LWB Medium Roof	350 LWB High Roof	250 LWB Extended High Roof	350 LWB Extended High Roof	150 RWB Low Roof	150 RWB Medium Roof	350 LWB Low Roof	350 LWB Medium Roof	350 LWB High Roof	350 LWB Extended High Roof
3.7L DOHC V6	3.73	10,800	5,400	5,200	5,400	5,200	5,200	5,100	–	5,200	5,100	–	–	–	4,700	4,500	4,300	4,100	–	–
	4.10	10,400	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3,100
		11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4,700	4,500	4,500	–
		12,000	6,600	6,400	6,600	6,400	6,400	6,300	6,200	6,400	6,300	6,200	6,000	6,000	–	–	–	–	–	–
3.5L EcoBoost® V6	3.31	11,200	5,700	5,500	5,700	5,500	5,600	5,400	5,300	5,600	5,400	5,300	5,100	5,100	5,000	4,900	4,600	4,500	4,400	–
	3.73	11,200	–	–	–	–	–	–	–	–	–	–	–	–	5,000	4,900	4,600	4,500	4,400	3,800
		12,600	7,100	6,900	7,100	6,900	7,000	6,800	6,700	7,000	6,800	6,700	6,500	6,500	–	–	–	–	–	–
		13,000	–	–	–	–	–	–	–	–	–	–	–	6,700	–	–	–	–	–	–
3.2L I5 Power Stroke® Diesel	3.31	10,600	4,800	4,600	4,800	4,600	4,600	4,500	4,400	–	4,500	4,400	4,200	4,200	–	–	3,800	3,600	3,500	–
	3.73	11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4,400	4,200	4,100	3,500
		13,500	–	–	–	–	7,500	7,400	7,300	–	7,400	7,300	7,100	7,100	–	–	–	–	–	–

(1) Properly equipped.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRANSIT CUTAWAY/CHASSIS CAB

Maximum Loaded Trailer Weight (lbs.)

Trailer weights shown assume 1,000-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			CUTAWAY							CHASSIS CAB						
Engine	Axle Ratio	GCWR (lbs.)	250 SRW RWB	250 SRW LWB	350 SRW RWB	350 SRW LWB	350 HD DRW RWB	350 HD DRW LWB	350 HD DRW E-LWB	250 SRW RWB	250 SRW LWB	350 SRW RWB	350 SRW LWB	350 HD DRW RWB	350 HD DRW LWB	350 HD DRW E-LWB
3.7L DOHC V6	4.10	12,000	6,800	6,600	6,800	6,600	6,600	6,500	6,200	6,800	6,600	6,800	6,600	6,600	6,400	6,200
3.2L I5 Power Stroke® Diesel	3.73	13,500	–	–	–	7,500	7,500	7,500	7,100	–	–	–	7,500	7,500	7,500	7,100

RANGER

Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission			SUPERCAB	SUPERCAB	SUPER CREW	SUPER CREW
Engine	Axle Ratio	GCWR (lbs.)	4x2	4x4	4x2	4x4
2.3L EcoBoost I4	3.73	8,650	3,500	–	–	–
		8,750	–	–	3,500	–
		8,900	–	3,500	–	–
		9,000	–	–	–	3,500
		12,150	7,500(1)	–	–	–
		12,250	–	–	7,500(1)	–
		12,400	–	7,500(1)	–	–
		12,500	–	–	–	7,500(1)

(1) Requires optional Trailer Towing Package (53R).

Notes:
- Ranger calculated with SAE J2807 method.
- Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.

REVISED 01.29.19

SUVS

Expedition

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	Maximum Loaded Trailer Weight (lbs.)[1] EXPEDITION 4x2	EXPEDITION 4x4	EXPEDITION MAX 4x2	EXPEDITION MAX 4x4
3.5L EcoBoost® V6	3.15	12,000	6,000	–	–	–
	3.31	12,000	6,000	–	–	–
		12,100	–	6,000	–	–
		12,300	–	6,000	–	–
		12,400	–	–	–	6,000
		12,500	–	–	6,300	–
	3.73	15,200(2)	–	–	9,000	–
		15,300(2)	9,300	–	–	–
		15,500(2)	–	9,200	–	9,000

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 38 for additional information.
(2) Requires optional Class IV Heavy-Duty Trailer Tow Package (536).

Notes: · Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
· Expedition calculated with SAE J2807 method.

Explorer

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) 4WD	Maximum Loaded Trailer Weight (lbs.) EXPLORER
2.3L EcoBoost I4	3.36	6,900	–	2,000(1)
		7,950	–	3,000(2)
	3.51	–	8,150	3,000(2)
3.5L V6	3.39	6,900	–	2,000(1)
	3.65	–	7,110	2,000(1)
	3.39	9,950	–	5,000(3)
	3.65	–	10,150	5,000(3)
3.5L EcoBoost V6	3.16	–	10,400	5,000(4)

(1) Explorer does not offer factory-installed towing equipment for this application; only available as dealer accessory. (2) Requires optional Class II Trailer Towing Package (52R). (3) Requires optional Class III Trailer Tow Package (52T) and weight-distributing hitch. (4) Class III Trailer Tow Package standard on Sport/Platinum series only. Requires weight-distribution hitch.

Note: Explorer calculated with SAE J2807 method.

Escape

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) 4WD	Maximum Loaded Trailer Weight (lbs.) ESCAPE
2.5L I4	3.51	5,351	–	1,500(1)
1.5L EcoBoost I4	3.21	5,862	–	2,000(1)
	3.51	–	6,005	2,000(1)
2.0L EcoBoost I4	3.07	7,457	7,591	3,500(2)

(1) Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. (2) Requires optional Class II Trailer Tow Package (536).

Notes: · Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.
· Escape calculated with SAE J2807 method.

EcoSport

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) 4WD	Maximum Loaded Trailer Weight (lbs.) ECOSPORT[1]
1.0L EcoBoost I3	3.44	4,960	–	1,400
2.0L Ti-VCT I4	3.51	–	5,754	2,000

(1) EcoSport does not offer factory-installed towing equipment for this application; only available as aftermarket accessory.

Notes: · Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.
· EcoSport calculated with SAE J2807 method.

CROSSOVERS

Edge

Flex

Engine	Axle Configuration	Maximum Loaded Trailer Weight (lbs.) EDGE	FLEX	TRANSIT CONNECT VAN/WAGON
Automatic Transmission				
1.5L I4 EcoBlue Turbo Diesel	FWD	–	–	2,000(1)
2.0L I4	FWD	–	–	2,000(1)
2.0L EcoBoost® I4	FWD/AWD	1,500(2)/3,500(3)	–	–
2.5L I4	FWD	–	–	2,000(1)
2.7L EcoBoost V6	AWD	3,500(4)	–	–
3.5L V6	FWD/AWD	–	4,500(5)(6)	–
3.5L EcoBoost V6	AWD	–	4,500(5)	–

(1) Requires Class I Trailer Tow Package (53T). (2) Edge does not offer factory-installed towing equipment for this application; only available as dealer accessory. (3) Requires Class II Trailer Tow Package (53G). (4) Edge ST. Includes Class II Trailer Tow Package standard. (5) Requires Class III Trailer Tow Package (53G). (6) Requires weight-distributing hitch on FWD models.

Note: All vehicles calculated with SAE J2807 method.

Transit Connect

CARS

Mustang

Engine	Axle Configuration	Maximum Loaded Trailer Weight (lbs.) MUSTANG(1)(3)	TAURUS(1)(2)	FUSION(1)(3)
Automatic Transmission				
1.5L EcoBoost I4	FWD	–	–	1,000
2.0L EcoBoost I4	FWD/AWD	–	–	2,000
2.3L EcoBoost I4	RWD	1,000	–	–
2.5L I4	FWD	–	–	1,000
2.7L EcoBoost V6	AWD	–	–	1,000(4)
3.5L V6	FWD/AWD	–	1,000	–
5.0L V8	RWD	1,000	–	–
Manual Transmission				
2.3L EcoBoost I4	RWD	1,000	–	–
5.0L V8	RWD	1,000	–	–

(1) Mustang, Taurus, and Fusion do not offer factory-installed towing equipment for this application; only available as aftermarket accessory. (2) Taurus SHO is not rated to tow a trailer. (3) Shelby GT350/GT350R Mustang, Fusion Hybrid, and Fusion Energi are not rated to tow a trailer. (4) Sport model only.

Note: All vehicles calculated with SAE J2807 method.

Taurus

Fusion

KNOW BEFORE YOU TOW

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (see page 16). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

Brakes

Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are several basic types of brake systems designed to activate trailer brakes:

Electronically Controlled Brakes usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

Electric-Over-Hydraulic (EOH) Trailer Brakes are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with the Ford factory installed, dash-integrated Trailer Brake Controller (TBC).

Surge Brakes are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. *See Safe Towing for All Vehicles on the last page for additional braking information.*

AFTER YOU BUY

Before heading out on a trip, check your vehicle's Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 39). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

Trailer Lamps

Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

Safety Chains

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball
- Cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they do not drag on the pavement
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer
- See your vehicle's Owner's Manual for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

Trailer Wiring Harness

- Some vehicles equipped with a factory-installed Trailer Tow Package include a trailer wiring harness and a wiring kit
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions

Refer to chart on page 16 for standard and optional wiring harness usage.

TRAILER TYPES

FOLDING CAMPING TRAILER

These are very cost effective units providing campers with a comfortable, dry, mobile shelter, plus these added benefits:

– Lightweight for easy towing
– Simple conventional weight-carrying hitch is usually sufficient for towing
– Compact, low-profile traveling package
– Easily maneuverable – generally 8 to 16 feet long

CONVENTIONAL TRAVEL TRAILER

Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:

– Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle, and your budget
– Sizes usually range from 12 to 35 feet long
– Normally towed with a conventional weight-distributing hitch, depending on weight

5TH-WHEEL TRAILER

Provides the same types of accommodations as a conventional travel trailer but with these unique characteristics:

– The forward raised portion is designed to extend over the box of a pickup truck
– Attaches to the truck via a 5th-wheel hitch mounted in the pickup bed
– Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle

TRAILER CLASSES

Class I LIGHT-DUTY	Class II MEDIUM-DUTY	Class III HEAVY-DUTY	Class IV EXTRA-HEAVY-DUTY(2)
2,000-lb. maximum weight (trailer and cargo combined)	2,001–3,500-lb. gross trailer weight	3,501–5,000-lb. gross trailer weight	Over 5,000-lb. gross trailer weight(2)
Small folding camping trailers and trailers for small boats, motorcycles and snowmobiles	Large folding camping trailers, single-axle, small- to medium-length (up to 18 ft.) trailers	Dual-axle or large single-axle travel trailers	Largest travel and 5th-wheel trailers made for recreation
Many Ford vehicles can handle easily	Ford trucks and compact SUVs can be equipped to tow these trailers(1)	Most properly equipped Ford trucks and SUVs can tow them(1)	Most Ford trucks and some SUVs can be equipped to handle trailer weights in this class(1)
Conventional weight-carrying hitch	Conventional weight-distributing hitch not required unless specified for a particular vehicle	Conventional weight-distributing hitch not required unless specified for a particular vehicle	Most applications require a conventional weight-distributing or 5th-wheel hitch

(1) Refer to page 15 for required equipment.
(2) Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford F-150, Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.

THERE'S A **HITCH** FOR THAT

WEIGHT-CARRYING (Non-Weight-Distributing)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape or Explorer). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 38. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 38).

– Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed
– A properly installed bolt-on weight-distributing hitch platform should not weaken the vehicle or underbody as heat of welding might
– Equalizing arms are connected from the hitch to the trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer

GOOSENECK

A gooseneck hitch attaches in the truck bed using custom or universal rails. This hitch style provides great stability and is suitable for heavier loads, since the weight of the tongue rests directly on the truck bed over the rear axles. Goosenecks are commonly used for horse and other agricultural trailers. Other features include:

– Tight turning radius
– "Fold down" and "install under bed" models provide unobstructed bed area for carrying cargo
– Attachment rails require no welding (sold separately)

5TH-WHEEL

A 5th-wheel hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver center line of the hitch should be mounted at least two inches forward from the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. 5th-wheel hitches are commonly used for RV trailers.

CALCULATE **WEIGHT DISTRIBUTION**

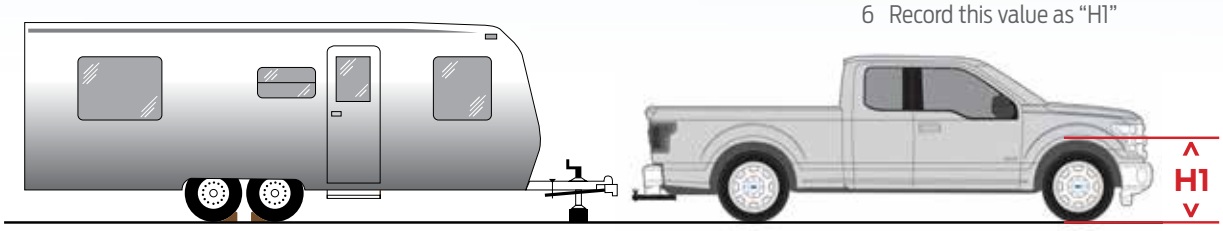
WEIGHT DISTRIBUTION HITCH SETUP

Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
Taurus	Not Required
Fusion	Not Required
Edge	Not Required
EcoSport	Not Required
Escape	Not Required
Transit Connect	Not Required
Flex	50% (3.5 Ti-VCT V6 FWD only) (Not required for other configurations)
Explorer	50%
Expedition	50%
Transit	Use Not Recommended
Ranger	Not Required
F-150	25%
F-150 Raptor	50%
F-250/F-350 Super Duty® Pickup	50%
F-450 Super Duty Pickup	25% Regular Cab 50% Crew Cab

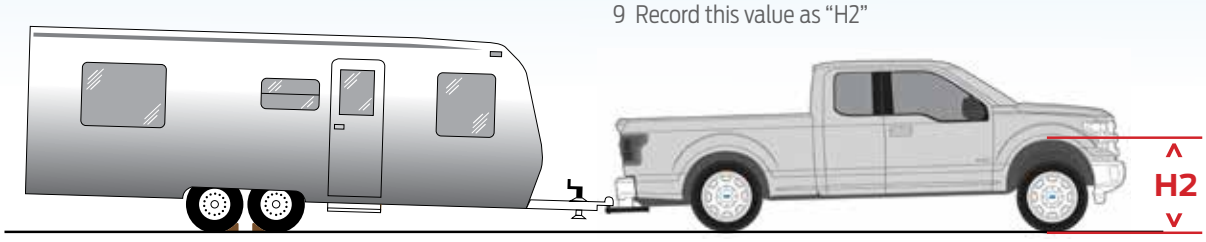
CALCULATION	
Vehicle =	
H1 =	
H2 =	
Correction Factor =	
Height Change =	(H2) minus (H1)
Reduction Amount =	(Height Change) times (Correction Factor)
Height Change =	(H2) minus (Reduction Amount)

CALCULATION EXAMPLE	
Vehicle =	**F-150**
H1 =	**37 inches**
H2 =	**38 inches**
Correction Factor =	**25%**
Height Change =	38" - 37" = **1 inch**
Reduction Amount =	1" x 25% = **.25 inches**
Height Change =	38" - .25" = **37.75 inches**
Target Height =	**37.75 inches**

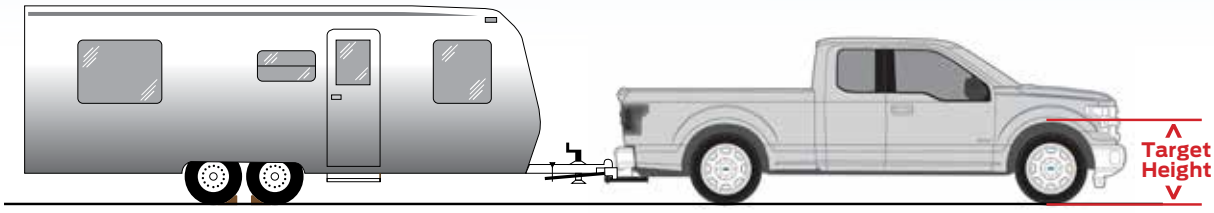
1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
2 Adjust trailer tongue jack to get trailer level or just slightly nose down
3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
4 Adjust and secure weight distribution ball mount height per manufacturer's instructions so tow ball is the same height as trailer coupler when trailer not connected to tow vehicle
5 Measure top of front fender lip above the center of the wheel to ground
6 Record this value as "H1"



7 Connect trailer to tow ball with no weight distribution bars attached (make sure tongue jack is fully retracted)
8 Measure top of front fender lip above the center of the wheel to ground
9 Record this value as "H2"



10 Adjust weight distribution bars per manufacturer's instructions to get tow vehicle top front of fender lip to "Target Height" and making sure trailer is level to slightly nose down
11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments



HITCH RECEIVER
OPTIONS AND CAPACITIES

Factory-installed Trailer Hitch Receiver Options available on the following vehicles:

Transit Connect: Included with Class I Trailer Tow Package – Option Code 53T

Edge: Included with Class II Trailer Tow Package – Option Code 53G

Flex: Included with Class III Trailer Tow Package – Option Code 53G

Escape: Included with Class II Trailer Tow Package – Option Code 536

Explorer: Included with Class II Trailer Tow Package (I4) – Option Code 52R

Included with Class III Trailer Tow Package (V6) – Option Code 52T

Expedition: Standard Class IV

Transit: Included with Trailer Tow Package – Option Code 53B

Ranger: Included with Trailer Tow Package – Option Code 53R

F-150 Raptor: Standard

F-150 Pickup: Included with Trailer Tow Packages – Option Code 53A, 53B and 53C

F-250/F-350/F-450 Super Duty® Pickups:

A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:

– F-250 (less Trailer Tow Package)
– F-350 Single Rear Wheel (142", 148", 160", 164")
– F-350 Single Rear Wheel 6.2L 176"

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin:

– F-250 equipped with Trailer Tow Package
– F-350 Single Rear Wheel 6.7L 176"
– F-350/F-450 Dual Rear Wheel

You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

Note: See chart below for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

5th-Wheel and Gooseneck Hitch Recommendation

Shorter pickup boxes (e.g. 5.5'/6.5' F-150, 6.75' F-250/350) provide less clearance between the cab and 5th-wheel/gooseneck trailer compared to "long box" pickups. When selecting a trailer and tow vehicle, it's critical that this combination provide clearance between the cab and tow vehicle for turns up to and including 90 degrees. Failure to follow this recommendation could result in the trailer contacting the cab of the tow vehicle during tight turns that are typical during low-speed parking and turning maneuvers. This contact could result in damage to the trailer and tow vehicle.

Ford Motor Company offers a factory-installed 5th-wheel hitch prep package option for Super Duty only. Optional 5th-wheel hitch and gooseneck ball are also available. Go to **accessories.ford.com** *for more information.*

Note: Raptor 5th-wheel towing is not recommended.

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 18–33 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.)(1)	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)(1)	Max. Tongue Load (lbs.)
REAR STEP BUMPER				
Ranger	3,500	350	–	–
F-150	5,000	500	–	–
HITCH RECEIVER				
Transit Connect	2,000	200	–	–
Edge	3,500	350	–	–
Escape	3,500	350	–	–
Flex	2,000	200	4,500	450
Explorer	2,000	200	5,000	500
Transit Cargo Van	7,500	750	–	–
Transit Passenger Van	5,000	500	–	–
Expedition	6,000	600	9,300	930
Expedition MAX	6,300	630	9,000	900
Ranger	7,500(2)	750(2)	–	–
F-150	5,000	500	13,200	1,320
F-150 Raptor	5,000	500	8,000	800
F-250/F-350 Super Duty SRW	15,000	1,500	15,000(3)	1,500(3)
F-250/F-350 Super Duty SRW w/6.7L engine	18,000	1,800	18,000(4)	1,800(4)
F-350 Super Duty DRW w/6.2L engine	16,700	1,670	16,700	1,670
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	21,000	2,100	21,000	2,100

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) When properly equipped. (3) Not available with 6.7L diesel with 176" wheelbase. (4) Available only with 176" wheelbase.

BASE CURB WEIGHT
is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your dealership sales consultant can give you this number for the vehicle(s) you are considering.

CARGO WEIGHT
includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight is also part of the Cargo Weight.

PAYLOAD
is the combined maximum allowable weight of cargo and passengers that the vehicle is designed to carry. It is the Gross Vehicle Weight Rating minus the Base Curb Weight.

Base Curb Weight + Cargo Weight + Passenger Weight = Gross Vehicle Weight (GVW)

GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

GVW + Loaded Trailer Weight = Gross Combination Weight (GCW)

GCW must not exceed GCWR (obtain from charts on pages 18–33 or your vehicle's Owner's Manual).

Measuring Tongue Load With Commercial Scale
To measure actual tongue load or king pin weight, disconnect the trailer and place only the tongue (king pin) on a scale (at hitch ball or 5th-wheel king pin receiver height). If the tongue load/king pin weight exceeds the upper weight limit, move more of the trailer contents rearward to achieve the recommended tongue load/king pin weight. If the tongue load or king pin weight is less than the lower limit, shift the load forward.

WEIGHTY INFORMATION

Gross Vehicle Weight (GVW)
is the Base Curb Weight plus actual Cargo Weight plus passengers. It is important to remember that GVW is not a limit or specification – it is the actual weight that is obtained when the fully-loaded vehicle is driven onto a scale.

Gross Vehicle Weight Rating (GVWR)
is the maximum allowable weight of the fully-loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar (see next page). **The GVW must never exceed the GVWR.**

Gross Axle Weight (GAW)
is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

Gross Axle Weight Rating (GAWR)
is the maximum weight to be carried by a single axle (front or rear). These numbers are also shown on the Safety Compliance Certification Label. **The total load on each axle must never exceed its GAWR.**

KNOW YOUR **LIMITS**

Gross Combination Weight (GCW)

is the weight of the loaded vehicle (GVW) plus the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

Gross Combination Weight Rating (GCWR)

is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.) The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 18–33) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking can be severely decreased. Too little tongue load or king pin weight can reduce rear-wheel traction and cause instability, which may result in tail wagging or jackknifing.

Tongue load or king pin weights must meet the following requirements:*

– For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.
– For conventional trailers over 2,000 lbs., tongue load 10% of loaded trailer weight.
– For 5th-wheel trailers, king pin weight 15% of loaded trailer weight.

Examples: For a 5,000-lb. conventional trailer, multiply 5,000 by .10 to obtain a proper tongue load of 500 lbs. For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 yields a king pin weight of 1,725 lbs.

Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label. If either of these limits is exceeded, you should go with a larger vehicle or a smaller trailer.

**Refer to the chart on page 38 for tongue load recommendations with Ford factory-installed trailer hitch receivers.*

HOW TO FIND YOUR TRUCK'S **AXLE RATIO**

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use the chart below to find the axle ratio that corresponds to that code.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/550)	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	41	4N/4W(1)	Not Available
	4.30	Not Available	4L	4M
	4.88	48	8L	Not Available
F-150	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
	4.10	Not Available	Not Available	L4
Expedition	3.15	10	Not Available	Not Available
	3.31	15	Not Available	Not Available
	3.73	Not Available	3L(2)	Not Available
Transit	3.31	31	3L	Not Available
	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	73	Not Available
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.30	43	Not Available	Not Available
	5.38	53	Not Available	Not Available
	6.17	61	Not Available	Not Available
Commercial Stripped Chassis	4.30	43	Not Available	Not Available
	4.88	48	Not Available	Not Available
	5.38	53	Not Available	Not Available

(1) Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package. (2) Electronic Limited Slip axle.

SAFE TOWING FOR ALL VEHICLES

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

For the latest RV & Trailer Towing information, check out www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com.

Photography, illustrations and information presented herein were correct when approved for publishing. Ford Motor Company reserves the right to discontinue or change at any time the specifications or designs without incurring obligation. Some features shown or described are optional at extra cost. Some options are required in combination with other options. Consult your dealer for the latest, most complete information on models, features, prices and availability.

Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

Weight Distribution

For optimum handling and braking, the load must be properly distributed

Keep center of gravity low for best handling

Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)

Load should be balanced from side-to-side to optimize handling and tire wear

Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

Before Starting

Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

Back up slowly, with someone spotting near the rear of the trailer to guide you

Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go

Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

Turning

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR

If your tow vehicle is an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway

Towing On Hills

Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills

With TorqShift® transmission, select tow/haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

Apply the foot service brakes and hold

Have another person place the wheel chocks under the trailer wheels on the downgrade side

Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

Starting Out Parked On A Grade

Apply the foot service brake and hold

Start the engine with transmission in park (automatic) or neutral (manual)

Shift the transmission into gear and release the parking brake

Release the brake pedal and move the vehicle uphill to free the chocks

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in

Signal and make your pass on level terrain with plenty of clearance

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner's Manual)

If excessive shifting does not occur, use overdrive to optimize fuel economy

Overdrive may also be locked out to obtain engine braking on downgrades

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control

Overinflated tires may wear unevenly and compromise traction and stopping capability

Tires should be checked often for conformance to recommended cold inflation pressures

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires **should not** be used; always replace the spare tire with a new road tire as soon as possible).

On The Road

After about 50 miles, stop in a protected location and double-check:

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout trip

High Altitude Operation

Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation starting at the 1,000 ft. elevation point.

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.

Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine

Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

Note: For additional trailering information pertaining to your vehicle, refer to the vehicle Owner's Manual.